

QUEENSLAND ULTRALIGHT ASSOCIATION SEPTEMBER 2010 NEWSLETTER

Watts Bridge Memorial Airfield, Silverleaves Road via Toogoolawah, Qld

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This month, your newsletter takes a close look at Plan B!



Plan A is, of course, to reach your destination. In most cases, thank goodness, this plan works well. Sometimes, however, the motor stops. Plan B then becomes a forced landing. There are other, rarer, emergencies, though, that may require the use of a parachute. Most of us do not fly with chutes, but some do. There are two basic types, personal emergency rigs and ballistic recovery systems (rocket deployed for the whole aircraft). We look at both.

1. Personal Emergency Rigs

At a gliding seminar at Boonah in 2007, I saw a GPS trace of a glider collision. Gliders touch each other up more often than we do because they all want the same piece of rising airspace. The speed at which the broken glider fell out of the gaggle was quite amazing. Smashed planes fall to earth very quickly and it can be a challenge to get out in time. However, at that seminar it was said that there had never been a gliding fatality in Australia following a successful exit. It was also said that the ripcord needs to be pulled by about 500ft. Motzi (see page 4) says about 200ft if it's your lucky day.

There are four emergency scenarios which might necessitate a bail-out. Firstly, there is airframe failure. This might be the result of overstress or fatigue. It can also be the result of a mid-air collision with another plane, as described above, or with a large bird. At Caboolture, a few years ago, the tug hit a pelican-size bird. The pilot was lucky to get the plane down in one piece. If it had been the strut instead of the leading edge, he probably wouldn't have made it. As it was, the wing was written off.

The second emergency scenario is control failure. Again, a quick exit might have to be made from a rapidly descending, out of control aircraft. The third scenario is engine failure over trees or rough terrain. This time, egress is not made in such a panic, but it's open to argument as to which kind of landing would be more survivable. The fourth scenario is an engine fire. It should be noted that some ultralight planes (eg, Sapphires) have fuel cocks that aren't readily accessible from the cockpit.

All four of these scenarios are improbable events and, even then, an emergency chute is no guarantee of longevity. The challenge is to get out quickly and safely (and with pusher planes this means avoiding the salami slicer down the back).

One thing to remember is to always buckle on the rig outside the plane and to never ever unbuckle it before stepping back out again. That way a good habit is formed about which buckle to release in the event of an emergency. In a panic, rehearsed motor memory is far stronger than its cerebral counterpart.

Canopies are either round or square. The square ones have a higher airspeed and are more manoeuvrable. Both come in different sizes and are matched to the pilot's weight. There are three main types of container – ones you sit on, ones on your back and long ones that do both. There is also a modified backpack called a wedge which is thicker at the bottom than the top to further recline the sitting position.

Definitely, the most important part of the whole exercise is having an effective and well rehearsed exit procedure. If a bailout were ever necessary, there would be precious little time to think about it. The aircraft canopy would have to be gotten rid of and the pilot would have to be out and clear of the aircraft in the minimum time possible. To help get clear, emergency rigs have diapers. A diaper, as the name suggests, wraps around the skirt of the canopy and is designed to delay deployment until the lines are fully extended. This reduces the chance of the opening chute catching on the airframe. The story on the following page illustrates the importance of having a well rehearsed exit procedure.



Gravity is a potent force and defying it in the way we do is inherently dangerous. This Drifter suffered catastrophic structural failure earlier this year near Lismore NSW. Tragically, both the pilot and his passenger were killed. I don't believe that either was wearing a parachute.

A pilot's story — a testimonial for Para-Phenalia (taken from the Internet)

The plan was to fly to a small airport about 40 miles north, where I was going to do the Sportsman aerobatic sequence in front of a crowd, some judges, and even the FAA. While I would wait for my flight, Andrew would take the plane up to a different local airport and do pretty much the same thing in front of a bunch of other judges and some folks who offered to coach. This is why we were wearing our chutes on what would otherwise have been a very uneventful flight. However, about 10 minutes after departing our tower-controlled home airport, my partner says "Dude-Oil Pressure." So I look again (I had just done my scan around his head to see the gauges VERY recently) and stared dumbfounded at the oil pressure gage, which was reading very low, but not zero.

I did a 180 back towards home, and started looking for better ideas. Finding none, I called the tower and declared a precautionary landing. They cleared me for any runway, and I told them I'd like to make it to 9-27 but I might have to change my mind later. Then, I started my run back towards the airport, which is actually past what you might call a "no-man's land" of quarries, forests, and hills. During this portion of the flight, I had an internal struggle between climbing higher and descending towards home. The vision of me being at 5000 feet over the end of the runway and exploding in a fiery ball of irony made me stick with what I had - I stayed at about 2300 feet AGL.

Trying to make it back but keeping an eye on the gauges and the very limited emergency fields to put down on, I waited for things to get better or worse. They got worse. The engine started losing power, and there was no way we'd glide it back. Biplanes like the Eagle glide about as well as you would, with a bunch of flying wires and crap hanging off of you. So I called up the tower guy and told him we were declaring an emergency, and putting it down in a field. The field (Andrew actually saw it first, for some weird reason) looked beautiful, like a sod farm that had been harvested to leave a light brown dirt square just big enough to put down in. I tried to make that field, leaving the engine to help with some intermittent power if it felt like it. Of course, I had one hand on the throttle ready to deal with a busted prop, or a thrown rod, or whatever. I already had bits of the various articles from years past floating through my mind, about engines flying off the front of airplanes due to vibration. Yes, I squawked 7700 and all the rest of that stuff, too.

So, trying to make the chosen field, we got a bunch of smoke in the cockpit next. I told my partner to get ready to get out. I told the tower we had smoke in the cockpit, which was the last they heard from me (pretty inconsiderate in retrospect--I should have at least mentioned the revised plan to depart the aircraft). Right about that time, the engine made a big "Bang!" and started to shake the airplane violently. So, not only could I not see the panel through the smoke, but I probably couldn't read anything anyway with all the shaking. I was ready, though, and yanked the throttle to idle pretty darn quick. This is where a lot more stuff went through my head, but the short version is I decided for sure we had to get out of the plane.

I yelled at my partner (sitting in front, remember) to watch his head and pulled the canopy jettison handle. The canopy absolutely failed to do exactly as planned. Instead of flipping away leading-edge-up and getting clear of us, it kinda sat there bouncing slightly along on top of the fuselage. In retrospect I swear it was making little teasing noises like "whatcha gonna do now, dumb ass?" So I pushed up on the only part of it I could reach, with my left hand/arm, above my head.

Of course, when you do this, the front edge flies at you as the bubble leaves. It hit me square on the right side of the headset, since I only had time to turn away a little. I think maybe it busted my David Clarks at that point, but I was a little busy. So I yelled about a dozen times "GET OUT" to Andrew and waited for him to do so. He had a little trouble getting out, maybe due to the belts or headset or something. Again, we've avoided collaborating our stories so everyone can get the raw data first. Anyway, he must have gotten his headset troubles worked out, because they also hit me on the way past. Before I got hit with anything bigger (like him), I finally got smart enough to duck. He went sailing over me. He got out around, maybe, 1000 AGL.

Then it was my turn. I had to let go of the stick to unlatch my harness, since one lever goes right and the other goes left (safety reasons!) which is where, in hindsight, I learned something valuable. When the front seat of your tandem, rear-seat solo Eagle II suddenly gets empty, and the canopy ain't on the plane no more, and the airplane was trimmed for cruise with power before everything hit the fan, then there will be a nose-down tendency if you let go. Another important factor: I think I tensed up my legs so much trying to get out that I loaded up my harness and made it tougher to unlatch. So, when you are in such a situation, try to relax. It might make releasing your harness easier.

With all the smoke (gone), shaking (gone), loss of power (still lost), wind whipping at me, harness problems making me look down inside the cockpit, and getting hit in the head a couple times, I did not have much altitude left when I had the harness free. I had so little, that my first clue was seeing green out the sides of my peripheral vision. So once I got the harness unlatched, I grabbed the ripcord with my right hand and pushed on the stick with my left. The theory was I could pop myself out the top of the plane, and when I got the circle where the spring is for the pilot chute clear of the turtledeck behind me I would yank the rip cord and close my eyes, so I wouldn't have to see whatever would come next. I'm a chicken.

All of it worked. Especially the closing-the-eyes part. My partner told me later he figures I got out at about 100 feet. I thought he was wrong, due to his maybe being excited, and hanging from his own chute, and being far away, and since I wasn't dead. When I brought my chute to a guy who has a great reputation as a rigger, he figured it was somewhere between 100-200 feet. He found black paint on the pilot chute fabric and the strap that runs from the pilot chute to the main canopy. This paint came from the black front face of the turtledeck that I was hoping to miss when I pulled the 'cord. Close call.

So now I have a hairline fracture of my L1 vertebra which hurts a very small amount and a slightly tender tailbone. Not bad for getting hit with a planet in the back. I also have a very funny photo of the hole my body left in the soybeans, where I landed 10-12 feet from the top-right wing tip of the Eagle, which hit about 75-80 degrees nose-down. A friend from work found my ripcord, 20-25 feet farther back on course from the wreck which was ironically about 200 yards from the intended emergency landing spot mentioned earlier. The insurance company has the remains of the airplane, which isn't saying much. I jokingly asked for the propeller, so I could have the only wall clock propeller that can be mounted around a corner.

The guy who packed our chutes is from Sky Savers Rigging at Chicagoland Skydiving in Hinkley, Illinois. He saved our lives, and he and his wife are set for coffee (they don't drink) for as long as they wish. I felt really stupid giving them a signed photo of the wreck, when they are the ones who should have been giving away autographs.

The Rigger

Yes, this brings us to the most important man in the team, the rigger. Otherwise known as Sandor Molner, Motzi is head rigger for Rambler Skydivers at Toogoolawah, only five minutes' drive from Watts Bridge Memorial Airfield. Motzi is about as young as I am and has been in the parachute business all his life, starting out as a paratrooper in the Hungarian Army. He came to Australia about eight years ago under the skilled migration scheme directly sponsored by Ramblers. He liked the place so much, he's still there and has bought himself a house high on the hill in Esk.

Motzi recently repacked my parachute and I am confident in saying that he is familiar with the Strong Enterprises split lines diaper system, a non-optional packing technique from a company that has been a major supplier of emergency parachutes to the US military for about 50 years. These photos were taken in Motzi's loft:



2. Ballistic Recovery Systems (from the Internet)

Some light aircraft are fitted with rocket-assisted recovery parachute systems. These parachute systems are designed to recover the aircraft and passengers to the ground should a serious in-flight emergency arise. Composite structured aircraft such as the Cirrus Design SR20 and SR22, Pipistrel Virus and Sinus and the Sting TL-2000 are fitted with the system at manufacture. Others, such as the Cessna 150/152, 172 and 182 series aircraft can be retro-fitted with these rocket-assisted recovery parachute systems. Numerous sport aviation and ultra-light aircraft in Australia are also fitted with rocket-assisted recovery parachute systems. Estimates from Recreational Aircraft Australia (RAA) indicate that there are currently at least six different types of ultra-light aircraft on the RAA register that are fitted with rocket-assisted recovery parachute systems. The exact number of sport aviation and ultra-light aircraft with these installations is not exactly known. Systems can be bought from outlets like Aircraft Spruce quite easily and fitted to most aircraft types.

As an example of this installation, take the Cirrus SR20 and SR22 aircraft. They are fitted with the Cirrus Airframe Parachute System (CAPS) ballistic recovery parachute system at manufacture. The CAPS system is manufactured by Ballistic Recovery Systems Inc. (BRS) in the United States (US). When deployed in an emergency situation, the system is intended to bring the aircraft and its occupants safely to the ground. The system consists of a composite enclosure containing the parachute and a solid-propellant rocket for parachute deployment, a CAPS Activation T-handle that is positioned in the ceiling liner of the cockpit and a parachute harness. The composite enclosure containing the parachute and rocket assembly is positioned in the aircraft immediately behind the cabin baggage compartment bulkhead. The parachute on the Cirrus is enclosed within a 'deployment bag' inside the box. The deployment bag stages the parachute's deployment and inflation. A thin composite cover that is faired into the aft upper fuselage structure protects the parachute assembly.

The parachute is attached to the aircraft by three harness straps. The single rear harness strap supports the rear of the aircraft and is attached to the structure of the rear baggage compartment bulkhead. The two forward harness straps are attached to the engine firewall area and support the front of the aircraft following parachute deployment. Both of the front straps are concealed in channels beneath a thin composite fuselage outer skin and pass from the rear baggage compartment below the cabin windows and door frame. The CAPS Activation T-handle is positioned in a recess in the cabin ceiling lining above the front seats. The T-handle is concealed by a placarded cover that must be removed before the handle can be pulled for CAPS operation. The CAPS handle is made 'safe' by the insertion of a safety pin into the Activation T-handle mechanism. The safety pin is normally removed during the pre-flight inspection of the cabin area. The pin has a 'remove before flight' tag attached. To operate the CAPS system in an emergency, the pilot removes the placarded cover and pulls down on the CAPS Activation T-handle. A pull force of about 35 lb is required to activate the system. During the deployment sequence, the rocket forces the parachute canister up through the concealed composite fuselage cover. As the parachute inflates, the two forward attachment harnesses are pulled through their composite covering beneath the fuselage skin. The rocket exits the fuselage with a velocity of 150 mph in the first tenth of a second and reaches full extension in less than one second.

BRS Activation Photo Sequence



Sadly, a BRS is not always better than a personal rig

Associated Press (AP-ES-02-07-10 0922EST)

BOULDER, Colo. (AP) — Two small planes collided in flames over Boulder's outskirts and killed all three people aboard, while a glider under tow by one aircraft cut loose and flew through the fireball to safety, officials and witnesses said. Three people were aboard the glider that managed to disconnect from a Piper Pawnee as a Cirrus SR20 clipped the tow line an instant before the two planes collided. Both aircraft plummeted toward the ground but the glider landed safely with no injuries to anyone on board.

The Piper Pawnee with only a pilot aboard had just taken off from the Boulder airport with the glider in tow. The other plane, a single-engine, four-seat Cirrus SR20, was carrying two people. The Cirrus spiraled downward with a plume of black smoke billowing from it and a parachute deployed. The parachute was designed to deploy if a plane was disabled and was attached to the plane's wreckage, not the pilot or passenger (who were tragically forced to jump because of the fire).

3. Finally, something in between

The Sukhoi SU31-M aerobatic aircraft utilises a Zvesda light weight pilot extraction system. This extraction system is a bit like an ejection seat but not quite because it is the parachute itself which quickly extracts the pilot from the aircraft in the event of a problem. The pilot extraction system weighs about 15 kg and utilises a 'small' quantity of explosive to simultaneously release the pilot's safety harness and extend a 5 metre long, 10 cm wide, telescopic tube. The telescopic tube punches through the cockpit canopy and extracts the drogue parachute 5 metres from the aircraft. The drogue parachute then deploys and allows the main parachute to pull the pilot out of the cockpit and free of the aircraft.

For Sale: Mal McKenzie's magnificent little Himax is still on the market at the ridiculously low price of \$7900. Yes, at that price, it's hard to go past for anyone wanting a clean, well built little aeroplane to do some local flying. I believe that it comes with a place in the QUA hangar as well.

Festival of Flight Photos







Lukim Yu Vanuatu

Some people came to the Festival of Flight from far away. One of those was our old friend, Bob Wyllie from Air Club Vila in Vanuatu. Bob flew the AirVan 737-800 into Brisbane on the Friday and then hitched a ride to Watts with a mate from Caboolture.

Through the 737 HUD approaching YBNE

Bob checking out a new model for AirVan



Coming Aviation Events

Oct 2 Luskintyre, NSW, LAFM Lunch with the Tiger Moths ****CANCELLED****
Oct 2 Temora, NSW, Aircraft Showcase - Bomber / Attack
Oct 2-3 Old Bar Beach, NSW, Old Bar Beach Festival
Oct 2-3 Old Bar, NSW, Old Bar Beach Festival
Oct 2-3 Kilcoy, QLD, Wings of Life Charity Fly-In and Tradeshow
Oct 2-3 Melbourne, VIC, Wings & Wheels Exotic Car Show
Oct 2-9 Canungra, QLD, Canungra Hang Gliding Classic
Oct 3 Waga Wagga, NSW, Monthly BBQ Lunch
Oct 4-6 ISTANBUL, Oth, Airport Exchange 2010
Oct 8-10 Mackay, QLD, Cessna 200 Series Association 4th Fly In
Oct 10 KEMPSEY, NSW, Kempsey Fly-In Open Day
Oct 10 GNOWANGERUP, WA, GNOWANGERUP FLYIN
Oct 10 GNOWANGERUP, WA, AIRPORT CHRISTENING
Oct 14-15 TOCUMWAL YTOC, NSW, THE B-24 LIBERATOR REUNION
Oct 15-23 Toogoolawah, Skydive Ramblers Drop Zone, QLD, Ramblers Post Equinox Boogie Festival 2010
Oct 16 Temora Aviation Museum, NSW, Aircraft Showcase - Korea
Oct 16 Dunwich, North Stradbroke Island, QLD, Straddie Breakfast Fly-In
Oct 16-17 Glen Innes, NSW, Props & Spinners Ball
Oct 16-17 Jamestown, SA, Jamestown Fly-in
Oct 16-17 Horsham, VIC, Horsham Fly-In
Oct 20-22 Singapore, Oth, Aviation Outlook Asia 2010
Oct 23 Jacobs Well, QLD, Rag, Tube and Wood fly-in
Oct 23-24 Watts Bridge, QLD, AAC QLD Practice in the Box
Oct 23-24 Kyabram, VIC, Antique Aircraft Assoc Australia Auster Rally
Oct 23-24 Kyabram, VIC, AAAA Auster Rally & AGM
Oct 23-30 Canungra, QLD, Canungra Paragliding Cup
Oct 24 Toogoolawah, QLD, QVAG / AFM Inc. Fly-in

The QUA Xmas Party will be held on November 28th. Yes folks, the year is going by at an alarming rate, that's for sure. So write that important date on your calendars. We are very lucky to have Julie Walker doing the organising for us this year, both for the food and the function.

Wanted – One QUA Secretary. No, I'm not insinuating that the cops are after Mal. Not this time anyway. But I am very sorry to announce that Mal is stepping down from the committee. Well you might ask what we are going to do without him. He's been a mainstay of the club for quite a while, that's for sure. But he's determined that he needs a change of space by the end of the year. So, now is the time to nominate for the position. We'd love to hear from you. By all means, phone Mal if you need to know information about the job. His number is **07 33415348**.

Gold Coast Sports Flying Club Inc.



cordially invite you to our

"Rag, Tube and Wood Fly-in"

8am on 23 October 2010

From the back to basics original Microlights to the modern composite Ultralights, if it flies, then fly it to Heck Field for a great aviation day out. Breakfast will be available from 8am for the early birds, followed by a BBQ lunch.



ALL AIRCRAFT TYPES ARE WELCOME

Heck Field is scenically situated amongst the cane fields, halfway between Brisbane and the Gold Coast. Also, we are just a short flight from the beautiful Juminpin Seaway and Stradbroke Island.

BBQ breakfast from 8am and BBQ lunch until 1.30pm

Overnight accommodation is available at the clubhouse, so bring your sleeping bag if you wish to arrive early and stay overnight.

Details of our location at: <http://gcsfc.org.au/>

For further info, contact Ray Morgan: (07) 33906832. Mob. 0400114903
or Peter Bugg: 0149348288

Grafton Aero Club Inc.

Annual Jacaranda Muster Sat 30th and Sun 31st October 2010

The Club extends an invitation to all aviation enthusiasts to join in on this special event. Situated just south of the beautiful Clarence River within South Grafton and easy access to accommodation .

The more aeroplanes will make for a great weekend.



Highlights

- Joy flights in fixed wing or
- Helicopters
- Saturday night get together
- Sunday breakfast at the Aero Club

Contacts:

- Trevor Heinz 0409456708
- Stuart Campbell 0408522280
- John Gould 02-6644-6268
- Email Gary at gwbax@harboursat.com.au
- Meals and snacks catered for on field
- Free transport into town

◆ Lat S 29 deg 42.5min	◆ Long E 152 deg 55.7min	◆ Elev. 20'
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Vere Street
South Grafton 2460
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From Trevor Bange (Clifton Club), who went to Tinsel Town for the RAA AGM

Well, the RAAus held the AGM at Fyshwick in Canberra yesterday, and the world didn't end. In fact, I was left feeling much more content with the RAAus' conduct of business. Apparently, there were more members (about 40) turned up than at any previous AGM, which suggests that other people were also concerned about how the RAAus was being run.

It seems that the two main areas of concern were the state of the Assn's finances, or at least the reporting of them, and the proposed amendment to the constitution regarding the number of board members for Queensland and Victoria. There was considerable debate on the topic of the finances. It was claimed that since the introduction of optional two-year renewals, the whole system had been thrown out of kilter. In particular, the accounts had to be adjusted so that the right "income", (memberships) appeared in the right year. Not an easy task, according to the accounts people, and it left the books looking totally skewed, such that most of those present had great difficulty in understanding them. Many questions were directed at the Treasurer, Dave Caban, who redirected most of them to the Auditor who had done the Audit of the books. The "elephant in the room" was obviously the \$470k item shown in the report as "miscellaneous". The Auditor advised those present that the books were audited in the manner of "common practise" for organisations such as ours. Be that as it may, it was almost unanimously felt that substantially more detail was required in order to satisfy the members need to understand where we stood. After much discussion, Carol Richards (Temora Flyin Organiser Extraordinaire), promised those present that the Board would make it their mission to ensure that adequate detail be included in future financial reports, and received a hearty round of applause.

The proposed constitutional amendment was discussed at length. It was stated that the motion to amend the representation in Victoria and Queensland was instigated by a "bottom-up" push on the part of some members to get the numbers more fairly represented. The numbers for Qld, NSW and Vic would indeed have been about the same, and for the same number (3) of board members per state. However, the counter view was that states like Tas and NT have, and would continue to have, substantial advantage in representation. For example, Tas has less than 300 members and NT less than 150, and each has one Board Member. At the same time, after redistribution, Qld would have around 2400 members and 3 Board members. This would mean that, one Territorian's vote would have about as much weight as five or six Qlders. Yes, each state had special circumstances, but balancing only the 3 eastern states was only a partial solution. The Board agreed that the present system is not ideal, and that the proposed amendment would likewise not be ideal. There was quite a bit of give-and-take, and by the end of the discussion it appeared to me that a mutual respect by all those present for each viewpoint was evident. I believe that we can expect to see a future proposal for redistributed boundaries based more on population centres/postcodes rather than the state organisations which we now have. Watch this space. In the event, the vote was taken. Total votes received, including those from the floor were 426. Of these 49 were void, 258 were for the amendment and 168 were against. An affirmative outcome required that 75% of the vote would need to be in favour of the motion, therefore the motion was defeated. I am confident that this will be resolved at some point in the not-too-distant future to the satisfaction of all the members. As I said, watch this space.

The Chairman, Eugene Reid, gave us his report. Carol Richards also gave a report on Natfly. All the feedback on this years' Natfly has been very positive, and it is hoped that future events at Temora will continue to be as good, or dare I say it, better. The Chairman promised to publish his report in the magazine, together with details of the Natfly event. There was no discussion of remuneration for the executive. It was hinted by Dave Caban that fees would need to rise in order to cover an expected shortfall in revenues this year. I remain unconvinced of the need for this and am of the opinion that the budget should be carefully controlled in order to keep membership fees as low as possible. It was also stated that the Assn's magazine is effectively being subsidised at the newsstands, to the tune of some tens of thousands of dollars annually. It is therefore highly likely that, while the magazine will continue to be produced for posting to the members, the distribution of the magazine via newsstands will very likely be discontinued. I left the meeting with the feeling that most of the Board members were simply ordinary guys trying to do what they could for our sport, in a sometimes difficult political environment. Let's all hope and trust they are able to represent our cause to good effect into the future.

**NEXT QUA MEETING IS ON 4TH OCTOBER AT 8.00PM
AT ARCHERFIELD.**

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QUA Inc TECHNICAL DIRECTOR: George Perez 0423536

MINUTES OF SEPTEMBER 12th 2010 GENERAL MEETING

MEETING OPENED	11.04 am
APOLOGIES	Richard & Glenda Faint, Danny Fowler, Arthur Marcel, Neil McNamara, Deb & Ralph Percy, Mike Smith
MEMBERS PRESENT	Eleven.
MINUTES OF AUGUST	No business arising. Minutes accepted minutes as correct. Proposed Scott Meredith, seconded Sandy Walker
PRESIDENT'S REPORT	Thanks to those who helped on the Festival of Flight weekend. Thanks also to those who helped on today's working bee. Motion passed to purchase the Rinaii gas hot water system. Proposed Peter Ratcliffe, seconded Sandy Walker At the Festival of Flight we received four new members. It was a good effort by our members at the clubhouse.
TREASURERS REPORT	Full audit completed. Banked \$2,000.00 for the Festival of Flight Profit from the Festival of Flight was \$ 1,700.00. Closing Balance August \$ 6,129.83 September Monthly Financial Report to be presented next month. Most hangar rent is paid regularly. Most rent is up to date.
SECRETARIES REPORT	Some emails from Watts Bridge regarding flying events and the proposed QUA Inc gate sign.
WBMA REPORT	New sewerage back up pump fitted before the Festival of Flight. More shale to be purchased to surface the airfield roads. Condition of the airfield following decent rain needs to be considered. The parallel strip and some sections of the cross strip are now unserviceable. Most roads are ok if surfaced with shale and road base.
SOCIAL REPORT	Annual Drifter Breakfast Fly In at Boonah on 19 th September, 2010. Mount Archer Falls Fly In is on 2-3 rd October, 2010. Gold Coast Rag & Tube Fly In at Heckfield on 23 rd October, 2010. Grafton Jacaranda Fly In is on 30-31 st October, 2010. QUA Inc. Christmas Party is on Sunday 28 th November, 2010. Julie Walker is to arrange and organize this event. More info next time. Christmas Party RSVP to vanstar2@bigpond.com or 0424958173
GENERAL BUSINESS	Clubhouse Solar Power proposal. No action taken yet. Motion proposed to make Ernie Clark an Honorary QUA Inc Member due to his help at QUA Inc events this year. Proposed Sandy Walker seconded John Innes, motion carried. A small plaque is to be prepared and given to Ernie as thanks.
GENERAL BUSINESS	The QUA Inc sign at the main gate proposal. A Development Application is required to be submitted for this to proceed. To save costs a joint DA can be submitted with QVAG. Proposed Peter Ratcliffe, seconded Sandy Walker, motion carried. WBMA Secretary is to submit the Development Application with the relevant fees. WBMA will invoice the QUA Inc when applicable. QVAG sent a thank you for the QUA Inc's participation in the FoF. The Redcliffe & District Amateur Radio Club also sent a thank you to the QUA Inc for letting them set up and operate from the clubhouse during the Festival of Flight. Ralph Cuzak from the Beaufort Bomber Restoration was also happy at the help he received with his parts display at the Festival of Flight. The parachutists from the Ramblers Drop Zone who arrived following their display jump at the FoF received coffee at the clubhouse. They left a DVD video of their jump with Sandy Walker for us to watch. A suggestion was give by John Innes that the QUA Inc consider holding a Sunday Breakfast Fly In at WBMA every second month. Idea is to also raise some funds by doing the catering. The date could also coincide with QUA Inc meetings at Watts Bridge. More discussion is required on this for 2011.
NEXT QUA MEETING	Monday 5 th of October 2010 at the Terminal Building at Archerfield Aerodrome starting at 07.30pm. Supper will be provided as usual.
THANKS	To Peter Ratcliffe for providing the BBQ today.
MEETING CLOSED	12.16 pm.